

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT NO.	<input type="text"/> 25X1
SUBJECT	New Klement Gottwald Foundry, Kuncice	DATE DISTR.	3 March 1953
DATE OF INFO.	<input type="text"/> 25X1	NO. OF PAGES	2
PLACE ACQUIRED	<input type="text"/>	REQUIREMENT NO.	<input type="text"/> 25X1
		REFERENCES	

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THIS REPORT ARE DEFINITIVE.
CONTENT IS TENTATIVE.
(SEE REVERSE)

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1. Kupera (fnu) is the general manager of the Kuncice plant of the Vitkovice Klement Gottwald Iron Works.¹ He has the responsibility of distributing premiums among the various groups of employees, e.g., smelters, building and power station workers and transportation employees. In June 1952 Kupera was accused of unfairness and officials of the Ministry of Heavy Machinery investigated the case. He was taxed with distributing the premiums chiefly to employees who worked on the bottlenecks of production, especially to smelters and construction workers, to the detriment of the others. The premiums had been fixed by the ministry, and were to be distributed among all employees.
 2. Estimated production of the blast furnace which has been in production since the beginning of March 1952 is three lots of 150 tons each every 12 hours.

Transportation Section

3. Andel (fnu) is the chief of transportation of the plant. He came from the Vitkovice Klement Gottwald Iron Works and was formerly a guard.
4. The number of transportation employees at the plant is 500 men. About 100 of them are engineers and firemen and about 400 work as switchmen, clerks and in other railroad station jobs. Engineers belong to the eighth and highest wage group. They get 32 Kcs. per hour plus premiums which amount to from 1,000 to 2,000 Kcs. Premiums are given for good safety records, i.e., for the minimum number of derailed or damaged cars, or for eliminating delays. A man in the seventh wage group received 28 Kcs. per hour plus premiums which were about one-third less than those of engineers.
5. There are four railroad stations, each with 10 to 15 tracks, connected with the plant. They are as follows:
 - a. The North Station (Severni nadrazi), situated near Kuncicky.
 - b. The Collecting Station (Sberne nadrazi), situated near the Lucina Brook.

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- c. The passenger station in the middle of the plant.
- d. The South Station (Jizni nadrazi), on the Vratimov side of the plant.
- 6. The engine shed is old-fashioned. Engines are not properly cared for and are kept too long in operation, so that they wear out prematurely. The chief of the engine shed is Tesarik (fnu), a mechanic.
- 7. The chief materials brought by train are coal for the blast furnaces from the Moravska Ostrava area and ore from central Slovakia, the USSR and China. Swedish ore is no longer brought in. The plant also receives sand, cement, iron for construction, steel frames, brick and ingots.
- 8. Workers in the transportation section work for 12 hours and then have 24 hours off. There is no time off on Sundays and no holidays are observed.

Power Plant at the Kuncice Works

- 9. The power plant at the Kuncice plant of the Vitkovice Klement Gottwald Iron Works is a concrete structure three stories high and covering an area of 200 by 300 meters. It has a flat roof and two chimneys 50 meters high. Only one of the projected two buildings was completed as of July 1952, but basements had been dug for the other one.
- 10. The first power plant building was to have three steam turbines. The first went into operation on 1 January 1952, the second was to start in the summer and the third in the fall of 1952. When both buildings are completed there will be a total of six steam turbines.
- 11. In the completed building there are about 300 employees. Efficiency is greatly hampered by a lack of cranes, and teams of workmen have to wait their turns to use those available. Further delays are caused by a lack of parts for connecting and fastening the . . . refrigeration piping and the 10 to 20 cm. steam piping which are being used.
- 12.
- 13. There were more Slovak workmen than Czech. The third largest group were the Hungarians.
- 14. Once a month a commission of engineers from Prague inspects the construction work and faults are pointed out to section foremen on the spot.
- 15. As there is no coal mine in the vicinity, coal is brought in to the factory by truck, chiefly.

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25X1 Comment: Now known as the New Klement Gottwald Foundry at Kuncice.

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